

COUNTRY

Alt Loennwitz

REPORT NO.

00010-7

TOPIC

Alt Loennwitz Airfield

EVALUATION

25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

24 August to 19 September 1953

DATE OBTAINED

25X1

DATE PREPARED

3 October 1953

REFERENCES

PAGES

4

ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Alt Loennwitz airfield between 24 August and 19 September 1953:

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24 August to 1 September. A total of 21 Li-2s and 48 Il-10s were observed at the field. The Il-10s made individual and formation flights and steep gliding attacks during the daytime. At night they made individual flights and also flew in formations of twos. The Li-2s made individual flights during the day and at night. Parachute jumps were repeatedly observed.

1 September. Between 6 p.m. and 6:50 p.m., parachute jumps were made from Li-2s.

2 September. There was intensive aircraft activity by Li-2s flying individually in various directions.

3 September. The same air activity was observed as on 2 September. The weather was cloudless.

4 September. Between 8 a.m. and 3 p.m., there was intensive air activity by ground attack aircraft which flew individually, sometimes with their landing gear extended, and in formations of twos.

5 September. Between noon and 3 p.m., individual and formation flights were made by ground attack aircraft. The sky was considerably cloudy.

6 September. There was no air activity.

7 September. Between 8 a.m. and 4 p.m., there was intensive air activity by Il-10s which flew individually and in formations of twos and threes. The weather was cloudless and visibility good. At 5:30 p.m., nine Li-2s individually took off at intervals of about 1,500 meters, circled widely once over the field, and then landed. Between 7 p.m. and midnight, local flights were made by individual Li-2s.

8 September. There was no air activity. The sky was cloudless.

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9 September. Between 6:30 a.m. and 7:45 a.m., parachute jumps were made. The weather was calm and cloudless. The weather became dull in the afternoon. At 1:30 p.m., 38 Il-10s took off at intervals of about 300 meters. Thirty-six of the Il-10s assembled in a formation consisting of three squadrons of 12 Il-10s each. Each squadron flew in flights of threes and the formation was headed by the other two Il-10s. [redacted]

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[redacted] Between 3 p.m. and 6 p.m., local individual flights were made by Li-2s.

11 September. After 7:30 p.m., Li-2s practiced night flying.

12 September. There was no air activity. There were rain showers and a considerably gusty wind from the west.

13 September. There was no air activity.

14 September. Throughout the day, no air activity was observed. There was cloudless weather and a strong easterly wind. At 5:40 p.m., nine Li-2s individually took off at intervals of 800 meters. The aircraft circled once over the field, the intervals between the individual aircraft being the same as on the take-off. Night flying by Li-2s started at 7:45 p.m. and still continued shortly before midnight.

15 September. There was no air activity throughout the day. The weather was cloudless. Between 4:45 p.m. and 6 p.m., individual take-offs were made by ground attack aircraft. Mostly four Il-10s were observed aloft at the same time. After 7 p.m., flying was practiced by Il-10s which flew individually and in formations of twos.

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16 September. Between 7:30 a.m. and 3:50 p.m., Li-2s [redacted] made flights individually and in formations of twos and threes. There were no clouds.

17 September. During the morning, Li-2s were involved in the same air activity as on the preceding day. Between noon and 4:30 p.m., formation flights were made by nine Li-2s which flew very well and at close intervals. Several Li-2s simultaneously made individual flights in the vicinity of the field.

18 September. At 5 p.m. when the visibility grew better, four Li-2s made three local flights each. Individual night flights were made after 8:30 p.m.

19 September. Between 10 a.m. and noon, Po-2s were observed aloft. There were intermittent rain showers. At 5 p.m., 19 Li-2s and 28 Il-10s were parked at the field.¹

2. A railroad employee from Falkenberg stated that the unit at the field had been replaced by a new unit and had arrived at the Falkenberg railroad station during the time that the old unit was being entrained at the field. The movements allegedly were mostly conducted at night or in the early morning. The rear details were exchanged around mid-August. The administrative building of the electric power plant in Falkenberg which has been vacant for one year was once again fully occupied since the arrival of the new unit.²
3. Since the arrival of the new unit, assaults and rapes have occurred in the vicinity of the field. During a FDJ meeting on 18 September, four Soviet soldiers stole the motorcycle of a youth representative from Torgau and also the bicycle of the innkeeper.

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The following air activity was observed at the field between 27 August and 14 September:

27 August. At about 12:45 p.m., four Li-2s took off at close intervals, assembled in line abreast formation and repeatedly crossed over the field. They landed individually. Subsequently, local individual flights were made by Li-2s up until about 8 p.m. Each flight lasted 20 to 30 minutes. The aircraft approached from the west at an altitude of about 500 meters, circled once over the field, and then landed.

28 August. Between 10 a.m. and 3 p.m., Li-2s made the same flights as on the preceding day. There was a 8/10 to 9/10 overcast. Between noon and 12:50 p.m., one Il-10 was observed aloft.

29 August. At about 8:40 a.m., two Li-2s took off at short intervals and made individual flights. From 1:30 p.m. until about 6 p.m., Il-10s practiced flying individually and in formations of twos and threes.

30 August. No air activity was observed.

31 August. At about 6 p.m., several Li-2s were aloft. There were no clouds. Li-2s made local flights after 7:10 p.m.

1 September. Between 9:30 a.m. and 10 a.m., a biplane made a flight near the field. At about 10 a.m., three Li-2s took off, formed a flight and then headed east. At noon, a jet fighter took off heading east. After 7:30 p.m., Li-2s were observed aloft.

2 September. After 5:45 p.m., several Li-2s were observed aloft.

3 September. Local flights were made by Li-2s in the late afternoon.

6 September. There was no air activity.

7 September. At about 10 a.m., several ground attack aircraft were seen aloft. Local flights by Li-2s were made at night.

8 September. No air activity was observed.

10 September. In the noon hours, individual flights were made by Li-2s and formation flights by ground attack aircraft.

12 September. Between 11:15 a.m. and 11:40 a.m., a biplane was seen aloft.

13 September. There was no air activity.

14 September. Between 10 a.m. and 10:20 a.m., a biplane was seen aloft.

6. On 28 August, [] parachute jumps had been made over a staked off meadow on 27 August. The soldiers who had jumped were picked up by trucks and hauled toward the airfield. On 3 September, [] soldiers with parachute insignia at the Falkenberg railroad station.¹

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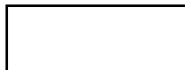
A boxcar from the Falkenberg railroad station was shunted to the loading ramp at the field at about 11:30 a.m. on 4 September. The car was [] an ammunition shipment and had left Roederau near Riesa on 3 September.²




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- 25X1 1.  Comment. Alt Loennevitz airfield is occupied by a ground attack regiment with 45 to 50 Il-10s and a transport regiment with 20 to 25 Li-2s. The two regiments conducted intensive air activity along the usual pattern.
- 25X1 2.  Comment. The transport regiment from Schoenefeld transferred to Alt Loennevitz and the fighter regiment from Alt Loennevitz transferred to Brand.
- 25X1 3.  Comment. An ammunition depot is located in Roederau near Ries.

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